

Intimation.

Wm. Powell, Ltd.

Business Hours—8.30 A.M. to 6 P.M.

ALEXANDRA BUILDINGS,

Des Vaux Road.

XMAS, 1904.

TOYS!
TOYS!
TOYS!

OUR XMAS

BAZAAR

IS NOW OPEN.

Every conceivable kind

of

TOY

to be had at a

REASONABLE PRICE.

DOLLS!
DOLLS!
DOLLS!

Finest Assortment of

DOLLS

in the Far East.

GAMES!
GAMES!
GAMES!OUR SHOPS -
WILL BE KEPT
OPEN UNTIL -
5 O'CLOCK -
ON SATURDAY,
DEC. 24TH.

Wm. POWELL, Ltd.

Hongkong, 20th December, 1904.

Entertainments.

AT THE CATHOLIC UNION,

CLERICAL.

GRAND CHRISTMAS PANTOMIME,
"ALI BABA OR THE FORTY THIEVES."In aid of funds to provide Xmas Treats
to
700 POOR CHILDREN & 200 POOR OLD PEOPLE.

Dates of Performance.	Prices of Admission.
TO-MORROW, Dec. 22nd, at 9 P.M.	\$2
SATURDAY, " 24th, " 5.30	1
MONDAY, " 26th, " 9	1
WEDNESDAY, " 28th, " 9	1
THURSDAY, " 29th, " 5.30	1
MONDAY, " 31st, " 9	1

* Children, 50 Cents.

Tickets can be had at the above address,
where the plans of seats are on view.

Hongkong, 21st December, 1904. [1366]

THEATRE ROYAL,
CITY HALL.

RETURN OF THE LITTLE FAVOURITES.

FRIDAY, December 23rd.

POLLARD'S
LILLIPUTIAN
OPERA
COMPANY.

FRIDAY AND SATURDAY,

AND
SATURDAY MATINEE,
December 23rd and 24th.

"THE BELL OF NEW YORK."

MONDAY AND TUESDAY,

December 26th and 27th.

"THE GEISHA."

WEDNESDAY AND THURSDAY,

December 28th and 29th.

"A GAITY GIRL."

PRICES—AS USUAL.

Box Plan at ROBINSON & Co.
Hongkong, 19th December, 1904. [1350]

Intimations.

WEISMANN, LTD.

(CAFE WEISMANN.)

THE place par excellence in Hongkong
for Refreshments of all descriptions.Facing the Post Office, Queen's Road,
Central.Everything of the best, prepared and
served under entirely European Manage-
ment.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all
kinds made to customers' own order and
design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weismann Most Up-to-date Cafe
in the Orient.

Hongkong, 17th December, 1904. [1349]

CHRISTMAS.

WHAT BETTER GIFT
THAN A
SINGER SEWING MACHINE.

CASH OR EASY PAYMENTS.

Showrooms—1, Wyndham Street,
Hongkong, 9th December, 1904. [1231]

TRY OUR FRESH XMAS CAKES.

MADE from the best of ingredients and
pure fresh AUSTRALIAN BUTTER, in
1 lb., 2 lbs., 3 lbs., and of other sizes made to
order by giving previous notice.Yearly increasing sale is the sufficient
guarantee of their superiority.

All orders will be carefully attended to.

H. RUTTONJEE,

5, D'Aguiar Street, Hongkong.

37 and 38, Elgin Road, Kowloon.

Hongkong, 19th December, 1904. [1357]



SANITARY BOARD OFFICE,

Hongkong.

TO THE OWNERS OF DOMESTIC
BUILDINGS.TAKE NOTICE that under No. 5 of the
DOMESTIC CLEANLINESS AND
VENTILATION BYE-LAWS (as amended),
every Domestic Building or part of such Building
within the WESTERN DIVISION of the CITY
OF VICTORIA occupied by members of more
than one family must be Cleaned and Lime-
washed THROUGHOUT by the owner
during the months of November and December.N.B.—The word "Throughout" used in this
notice means that the Houses should be Lime-
washed in respect of all the Walls of each
Room and Staircase, all Cubicle Partitions, Stair
Caisings and Stair Linings, all Ceilings and the
Underlides of Roofs both in Main Buildings,
Offices and Servants' Quarters and inclusive
of Verandahs.The Back Yard should have its containing
Walls Linewashed up to the level of the first
floor.Carved, Painted or Polished Woodwork in
good condition, however, need not be Lime-
washed but must be Cleaned.The Western Division of the City lies to the
west of Tank Lane and Cleverly Street.

THOS. A. HANMER,

Secretary.

Dated this 1st day of December, 1904. [1344]

THE WEIHAWEI GOLD
MINING CO., LD.

A CRISIS IN ITS AFFAIRS.

An informal meeting of shareholders in the
Weihowai Gold Mining Company, Ltd., was
held at the Chamber of Commerce room on
the 15th inst. There were present—Messrs.
Marcus Wolff (Chairman), J. M. Young and
Capt. W. Dobbie (Directors), R. N. Macleod
(Legal-Adviser), G. H. Thomson (Auditor), J.
Duff (Technical Adviser), and others. The
total number of registered shares represented
was 9,017.The Chairman—Gentlemen—As it is now
past 5 p.m. I will open the meeting. This is
an informal meeting, called by the circular you
have received, to consider what steps we can
take after receipt of the International Banking
Corporation's letter of the 9th instant.A Shareholder—Excuse me for a moment.
May I interrupt and ask if you will be good
enough to read the circular calling this meet-
ing.The Chairman—Did you not receive it?
The Shareholder—We did not all receive it.
The Chairman read the notice as follows:—Notice is hereby given that in consequence
of the Bank having refused to allow the Com-
pany further overdrafts a meeting of share-
holders will be held on Thursday, the 15th
December, at 5 p.m. at the Shanghai Chamber
of Commerce Room, No. 1, Yuenningyuen
Road, to consider what course is to be taken
to raise immediate funds to save the shutting
down of the mine. Mr. J. R. Duff, the Com-
pany's Technical Adviser, will attend to explain
the position and prospects of the mine.This meeting is informal, and is called by
your Directors to enable them to learn the
views of as many of the shareholders as pos-
sible.

Dated the 12th day of December, 1904.

By Order of the Board of Directors,
STOKES, PLATT & TEESDALE,
Secretaries.The Shareholder—Well, Sir, I have one or
two remarks to make on that circular itself, if
you will allow me.Mr. Speelman—Let the Chairman make his
speech first.The Shareholder—I want to speak on that
circular. I don't think anything can excuse
the conduct of the Directors in issuing such a
circular, which has caused a panic and sent
down the value of our shares practically to zero.
There was no necessity for such a wording, and
it might have been worded very differently. I
think it quite fair to make a protest against
the way that circular is worded.The Chairman (resuming)—Before going
further I wish to state, that, as I believe, there
are present shareholders, who have not yet
had time to register themselves, you will never-
theless allow them to be present. For the
benefit of those shareholders unable to be pre-
sent at this meeting, I have asked the "N.C.
Daily News" to send their reporter and with
your permission we will publish a report of
this meeting. On the 13th instant a board
meeting was held, when it was decided to call
up the balance of \$10 per share due on the pre-
ference shares, which would yield \$7,770, and
an advertisement was issued to that effect, and
the circular letter with Bankers' receipts at-
tached will be posted to you as soon as received
from the printers. Early on the 13th instant
the following letter was received from the
Bank:—Messrs. Stokes, Platt and Teesdale, Secre-
taries, W. H. W. G. M. Co.Dear Sir—In continuation of our letter of
9th inst., as there seems to be some misunder-
standing in the matter, we wish to again state
that we are only willing to continue the over-
draft round about the present figures, provided
full security is deposited with the Bank, or a
satisfactory guarantee for repayment is given.
As it seems to be the Company's intention to
use up the call on the preference shares in pay-
ment of current expenses, and to leave the
overdraft with the Bank still partly uncovered,
we regret we cannot acquiesce in such an ar-
rangement, and shall feel obliged, by your
taking prompt steps to reduce the overdraft, or
furnish security therefor. In the meantime
please do not draw any further cheques as until
this matter is settled, we must decline to pay
them.

Yours faithfully,

(Signed) John K. Moir,
Manager.Gentlemen, in consequence of this letter
your Directors deemed it necessary to stop all
outgoings, and consequently they wired to your
Manager the following:—"You must not draw
at all—Bank refuses further advances—
Directors." This is the position we now stand
in. In July the Bank promised to allow us an
overdraft of \$40,000, and of this \$38,737.65
has been drawn, which practically finishes the over-
draft permitted. At the time the overdraft was
arranged for, your Directors thought this would
be amply sufficient, but this has unfortunately
proved not to be so. It must be decided at
this meeting how we are to raise further im-
mediate funds. The Bank in their letters of
the 9th instant, say:—"We shall be quite will-
ing to continue the overdraft as at present, pro-
vided satisfactory security is deposited with the
Bank, personal or otherwise, but have to re-
quest that the amount be not increased mean-
time, and, should security be reduced and paid off,
as quickly as possible." We have 1,063 \$20 ordi-
nary shares not yet issued which would yield
\$39,260 and also 723 unissued preference
shares which would yield \$14,460, making a
total of \$53,720. Now the question remains
with you shareholders whether you will abandon
your mine or put in more money.I will now read you Mr. Duff's opinion in a
letter addressed to your Directors, and as it is
not always easy to follow an important opinion
as this is by hearing it read, some copies have
been printed and are available here for share-
holders, and those shareholders who wish to
see what a compact little property we have,
can do so by examining three photographs
which I have here, and which Mr. Duff brought
down with him.

Mr. Duff's letter is as follows:—

THE DIRECTORS, WEIHAWEI GOLD
MINING CO., LD.Gentlemen—As considerable disappoint-
ment has been expressed at the apparently
poor results yielded by the first month's crush-
ing, I think it may be useful to offer some
remarks.The development of the mine at the lower
levels, where we are finding ore of very good
quality, was retarded by delay in completing
the erection of the steam hoisting plant. Until
a month ago, when a winch was put up, the
only means of raising ore was by a windlass."Or more than half the time since its erection
the winch has been employed in raising water
from the main shaft in order to prevent its
rising above the 100-foot level and stopping
work there. In consequence of unfortunate
delays the boiler for the hoist did not reach the
mine until nearly the end of October, therefore
the hoist was not ready for work until the
24th November. Under these circumstances
it will be readily understood that the only
ore available for crushing was the ore on
the dumps, which is practically surface ore and
mostly of poor quality. This explains to a
great extent the disappointing result of the first
crushing. But we have still to learn from the
Manager how he explains to low a percentage
of gold. It is no doubt partly to be explainedby the absorption of mercury (and gold) by the
new copper plates, which amounted, according
to Mr. Dawson's letter of the 7th, in which I
concur, to 18 lbs. of mercury, containing prob-
ably at least 2.25 lbs. of gold. This process
of absorption gradually disappears as the plates
are used. Then there has been too much leak-
age as shown by the assays of the tailings. An
improvement has been effected here. On the
whole, I am of opinion that we did well for a
first crushing, especially taking into considera-
tion the class of ore treated.As regards the prospects of the mine, I made
a careful inspection of all the different workings
before leaving, and am able to say that all the
drifts at the 40 and 100 foot levels looked most
encouraging. No man can look into the earth,
and we can only be guided by what appearances
point to.The strong out-croppings for so great a dis-
tance both north and south of the present work-
ings, amounting in all to about three miles;
the character of the ore, containing as it does
copper and galena sulphurites, the surest
indication of a true fissure vein; and the im-
provement of the assays at the lower levels;
all these indications confirm me in my opinion
that this is a large and valuable property.No mine is better equipped. The Mill is
first-class, and the machinery has developed
enough power to work 60 stamps. The monthly
out-turn will certainly improve with the gradual
development of the mine, and I have no hesita-
tion in saying that we shall be paying expenses
and showing a profit within three months.My lowest estimate of the average outturn
to be expected is 5 dwts. per ton, and our ex-
penses should be covered by 2 dwts., leaving a
profit of 3 dwts. Taking 80 tons a day, as
we have only 20 stamps, and 300 days in the
year, this represents a possible profit of \$72,000
gold—which can be nearly doubled with 40
stamps.Now, Gentlemen, your Directors, desiring to
know how the December crushing was turning
out sent the following cable:—"How many do
you expect dwts. per ton of 2,400 lbs. Decem-
ber, Board." And our Manager's reply is as
follows:—"According to assays, first 10 days,
gross yield per ton, gold 5 dwts. per ton, 4
grains; silver 16 dwts. per ton, milling from the
mine only now, improvement may be ex-
pected."It now remains to be settled how the money
is to be provided. I would remind you that
the amount called up on the preference shares
will not be available for two months, and it is
clear from the Bank's letter of the 13th instant
this amount will not be available for current
expenses. In this connection we sent the fol-
lowing letter to the Bank yesterday:—The Manager, International Banking
Corporation.DEAR SIR—We are instructed by our
Directors to ask you whether you will accept
in part payment of the Company's overdraft
the amount of \$37,770 being the amount of \$10
per share now being called up on 3,777 1/2 per
cent preference shares, which leaves a balance
due of \$667 65 plus interest, which we presume
you will kindly allow to stand over for the
present. If this meets with your approval
we shall be much obliged if you will kindly
send us a reply before noon tomorrow, in
order that your letter may be in the Directors'
hands for the meeting to-morrow.

Yours faithfully,

(Signed) STOKES, PLATT AND TEESDALE,
Secretaries.

The Bank's reply is as follows:—

Messrs. Stokes, Platt and Teesdale, Secs.

Dear Sir—We are in receipt of your letter
of the 14th instant, and in reply beg to state
that there would be no objection on the part
of the Bank to postpone payment of the overdraft
until the 1st call on the 3,777 1/2 Preference
Shares is due, provided that the securities
already deposited with the Bank are not with-
drawn, and the "call" payments are to be
applied only in reduction of the overdraft,
which of course must not be increased mean-
time.P. 5.—This arrangement would release our
lien on the property, i.e. land, houses, and
machinery (int.) J. K. M.

Yours faithfully,

(Signed) JOHN K. MOIR,
Manager.

and which we have confirmed.

Now it seems to us the only proposal we can
offer you is to issue debentures in accordance
with Sections 15 & 16 of the Articles of
Association. We propose therefore to issue
debentures to the amount of \$100,000, se-
cured on the mine and mill, \$10,000 to be
issued now, and the balance later on if neces-
sary, interest to be 8 per cent annum. Deben-
tures to be paid off in not less than two years
and not more than seven years. If this meets
with your approval I shall be glad to receive
the names of those willing to subscribe for de-
bentures when I have done speaking. We must
have money immediately as drafts will be
coming in probably by the next steamer cover-
ing November expenditure at the mine. There
is also the millwright, Mr. Forth's, salary to pay
for very soon and his passage back to America,
besides an indent of 2,000 lbs. drill steel due
here immediately, and which is urgently need-
ed at the mine. We have to day received the
following telegram from our Manager in reply
to one we sent him stopping drafts, which is
as follows:—"Shall I continue work in full
operation?" and to this we cannot reply, urgent
though it is, till we know definitely as to whether
we can carry on or not.Before concluding I have to add that
Weihowai mail, delivered about an hour
ago, informs us that we have to meet a
\$100 draft for \$1,849 in payment of
L. E. Clark's November account for coal
and explosives, and a \$100 draft in favour
of Mr. Howard, a temporary employee for
salary to date amounting to \$141, another
account T. C. Ramsey for \$385.25, and another
account Fock Tai & Co. for \$476.42. We have
also received a letter from Mr. Dawson dated
the 7th instant reading as follows:—"As I will
probably not be able to finish the monthly mill
report to-day, this being pay-day, I enclose the
bullion and concentrates report, only judging
that you would like to have it as early as pos-
sible." Anybody wishing to read same can do
it now.I will now ask Mr. Taylor to give you his
view of the situation. He is a very large
shareholder, and has taken much interest in
the Company's welfare, and I think you will
say when you have heard him, that he is ex-
tremely well posted in every way.Mr. F. E. Taylor—From the state of the
share market I gather we have all come here
in a very gloomy state of mind, but I hope by
the time I have finished you will say the situ-
ation does not justify so much depression. As
Mr. Wolff says I am heavily interested and I
have made myself fully acquainted with the
prospects of the company. I have studied the
monthly reports, I have talked with Mr. Duff,
and I went into the question fully with Mr.
Dawson when I had the advantage of meeting
him here in the summer. This must be my
excuse for venturing to address the meeting.First I should like to make a few remarks on
the financial management of the company. You
will remember that when it was first
founded the capital was subscribed three
times over, so that there was plenty of
money forthcoming at that time, but the
directors were unfortunately misled by the
experts who made an estimate of the
amount required to start the company, andthey wished to keep a reserve for the purposes
of opening up, later on, some other of the four-
teen valuable concessions in all that they had
obtained. They therefore issued only 25,500
shares out of the 50,000 shares they were
entitled to issue. Then a further mistake was
made in regard to the estimated cost
\$32,000.

The Chairman—\$36,000.

Mr. Taylor—It is true the directors after-
wards decided to have more power and ordered
a mill for forty stamps instead of twenty
stamps which was, I think, a wise decision, but
the result was that the mill cost us \$56,000.

The Chairman—More.

Mr. Taylor—That was the first blow we had,
and I will only say about it that the man who
made that estimate could not have known very
much. I think the directors might have looked
up a price list and found out something about
it. Then we made the mistake of starting
on Sugarloaf Hill. There is gold on
Sugarloaf Hill, but when Mr. Dawson went
into it he found the ore hard and difficult and
came to the conclusion that, with only twenty
stamps as we had then, it would not pay us to
work, and he recommended the directors accord-
ingly that it should be given up. Fortunately
Mr. Pak, from the Korean mines, a man of
great experience, discovered the Gin Tau Ling
mines and we then worked there. He found a
vein with strong out-croppings the whole way
for half-a-mile and on the prospects from this
hill the directors were recommended to order
the other mill. There had, however, already
been the waste of time on Sugarloaf Hill and
this was the second blow the company received.
Finally the mill was ordered and then there
came the third blow; the war broke out.
The steamer carrying the mill was also carry-
ing goods for Russian ports and that had to be
transhipped and other vessels found, thus
causing further delay. Then the directors
found they had not sufficient working capital
and the public had lost confidence in the mine.
There are people in Shanghai, who do not be-
lieve in a mine at Weihowai at all, and there
is a certain reason for that in the geological
formation of the province, which is broken up
so that although there is gold in many places,
it occurs in such small patches that it does not
pay to work. The people mentioned did not think
this mine was any different from the others. The
shareholders had to do something to restore con-
fidence, and so preference shares were issued,
but were not quite all taken up. After a time
the reports continued to be so favourable that
people began to ask for these preference shares,
some people who were not entitled to them,
and a few were actually issued to such. Then
the directors sought to have taken that opportu-
nity to issue more ordinary shares instead and
they have unfortunately made no explanation as to
why they did not do so. After that the shares
went up again and the directors could have
placed the whole of their unissued ordinary
shares on the market and thus obtained an ad-
ditional \$50,000. Had that been done the
directors would have been quite comfortable
and we should not have had this meeting to-
day. I don't understand why that was not
done. It seems to me that what this company
wants is a certain person, well-known in Shang-
hai, on the Board of Directors, one who would
make the shares soar up, reconstruct us, and
then sell us out to a London syndicate for a
good round sum. (Laughter.)—N. C. D. News.

(To be continued.)

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/11 1/4

Do. demand 1/11 3/16

Do. 4 months' sight 1/11 1/4

France—Bank T.T. 2/42

America—Bank T.T. 40 1/2

Germany—Bank T.T. 1/6

India T.T. 1/43 1/2

Do. demand 1/43 1/2

Shanghai—Bank T.T. 7 1/2

Japan—Bank T.T. 94 1/2

Singapore—Bank T.T. 1/220 1/2

Java—Bank T.T. 1/16

Buying.

4 months' sight L/C. 1/11 1/4

30 days' sight L/C. 1/11 3/16

30 days' sight San Francisco & New York 47 1/2

4 months' sight do. 48 1/2

30 days' sight Sydney and Melbourne 1/11 1/4

6 months' sight France 1/11 1/4

4 months' sight Germany 2/42

Bar Silver 28 1/2

Bank of England rate 3 1/2

OPUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New @ 1,050/1,080

" Old @ 1,120/1,140

" Older @ 1,160/1,200

" Oldest @ 1,220/1,260

Patna New @ 1,150

Benares New @ 1,110

Persian "Paper" @ 850/900

Per chest

DURING CHRISTMAS WEEK ONLY,

all purchasers of at least \$25.00 worth of
WINE and SPIRITS from Messrs. GREGOR
& Co., will be entitled to receive in addition to
their purchase, and absolutely free,3 Full-size Sample Bottles of the following
Wines at choice:GRAVES, SAUTERNES, MEDOC, ST.
EMILION, MARGAUX, ST. JULIEN,
ST. ESTEPHE, or CH. LA TOUR
MARCAU, or2 Full-size Sample Bottles of
GREGOR & Co.'s IMPERIAL HIGH-
LAND, or CLUB No. 1 WHISKY, or1 Full-size Bottle of MESSRS. MARIE BRI-
ZARD & ROGER'S AFTER-DINNER
LIQUEURS, to be selected out of 20
Varieties.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS

EXCELLENCY THE GOVERNOR.

WATSON'S

BALSAM

OF

ANISEED

is not a cure all, but

IT DOES CURE

A COUGH,

and that right speedily.

A. S. WATSON & Co.,

LIMITED,

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 10th December, 1904.

3 WAYS OF
DOING IT.

1.
SELL BETTER
GOODS THAN
YOUR
COMPETITORS.

2.
SELL CHEAPER
THAN
YOUR
COMPETITORS.

3.
ADVERTISE
WISELY
WHAT YOU
HAVE
FOR SALE.

WE HAVE ADOPTED THEM!!!

GREGOR & Co.,

WINE AND SPIRIT MERCHANTS,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

Opposite Post Office.

Hongkong, 21st December, 1904.

NOTICE
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 21, 1904.

COOLIE EMIGRATION.

It is only a few weeks since an agent of the Societe de Construction de Chemin de fer Indo-Chinois came North for the purpose of securing Chinese coolies for railroad construction work in Yunnan. As we pointed out at the time their recruiting was on somewhat similar lines to that adopted by the Transvaal Emigration authorities in Hongkong, and although at the outset the French company experienced some slight opposition they had no difficulty in getting the labourers. Indeed, we now learn that they have successfully negotiated with the Chinese authorities regarding the engagement of indentured coolies for the Haiphong-Yunnan line, and to the French Minister and officers we tender our congratulations on what they have achieved. If the French could do this within a very short space of time, how is it that British authorities have not been able to assist the South African emigration people in bringing their scheme to a successful issue, particularly in view of the fact that a Convention exists between Great Britain and China which certainly gives evidence of a friendly feeling between the two nations? As we have so often remarked ever since the movement was started opposition has been the order of the day, not only from parties interested in despatching coolies to the South, but also from officials at Canton who appear to have acted in direct opposition to the directions of their superiors. The bone of contention between the two parties seems to concern Hongkong itself, as by reason of the Colony not being a treaty port Canton officials maintain that coolies should not be shipped from here. This, however, is a trivial affair and should not be responsible for upsetting the working arrangements in South China. As mentioned in our columns yesterday the steamer *Khal* embarked 236 coolies from Laichikok, and they are now being taken to Durban along with a number of men from the North. So far as Hongkong is at present concerned this completes the emigration of native labour for South Africa, for as no headway can be made with regard to settling small questions it has been deemed advisable to suspend operations for the time being. No doubt the matter will be represented in proper quarters, and if officials can see their way to thoroughly investigate the alleged grievances we have reason to believe that many interesting phases of the whole problem will be brought to light, and the matter once and for all put on a sound basis.

LOCAL AND GENERAL.

MEMBERS of the Hongkong Police Force are giving a dance at No. 7 Station, West Point, on the 26th inst.

ACCORDING to a Singapore telegram of the 16th inst., the Baltic Squadron is to call at Randjputana, Dutch East Indies, and a German collier is awaiting the fleet's arrival.

THE Shanghai coasting boats were decked out with bunting on Friday presenting a gay appearance, in honour of the wedding of Mr. R. Marshall and Miss Ethel May Wright, daughter of the Tapan of Messrs. Butterfield and Swire.

THE chartered transport *Dilwara* left to-day for home, taking two companies of the Royal Garrison Artillery, and a number of time-expired men from other regiments. There were also a number of officers and their families on board, homeward bound.

MR. R. Ponsonby, late Private Secretary to Sir West Ridgeway, arrived in Colombo on the 20th ult. from Australia, whither he had been on a visit. Mr. Ponsonby is returning to Hongkong, where he is acting as Private Secretary to Sir Matthew Nathan.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospital begs to acknowledge with thanks the following donations, to the funds of the Hospital:—Pawbrokers Guild, \$200; Boarding House Keepers Guild, 130; Cotton Yard Dealers Guild, 100; Rice Guild, 100; Foast Meat Guild, 100; Eating House Keepers Guild, 100; Ginseng Dealers Guild, 80; Tobacco Dealers Guild, 30; Paper Ware Dealers Guild, 30; and Tin Smelters Guild, 20.

AN innovation has been introduced by the Norddeutscher Lloyd in the shape of granting to passengers insurance policies against loss of life or accident, on terms far below those current in the open market. The Company will also in future insure passengers' luggage.

THE Committee of Inquiry, appointed to inquire into the Adolf Beck case, have issued their report, which absolves the Police prosecution from all imputations, condemns the Judges' ruling against the admissibility of evidence, and strongly recommends the reinforcement of the legal element at the Home Office.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 18th December, 1904:—

	Library	Museum
Non-Chinese.....	253	98
Chinese.....	103	1,585
Total.....	356	1,683

THE Green Island Cement Co. have issued a beautiful Chinese calendar and pamphlet describing their works. We have to thank the agents, Messrs. Shewan, Tomes & Co., for copies of these, and also Mr. W. H. T. Davis, the manager of the Hongkong branch of the Commercial Union Assurance Co., Ltd., for a wall calendar.

REAR-Admiral Arai, who has since March 8th been attempting to float the Russian cruiser *Varyag* sunk at Chemulpo, returned on Dec. 6th to Sasebo. According to him, says the *Kokumin*, the work of floating the ship is hampered by the high waves which run during the winter, so that work is now put off till next spring. The work, however, is almost completed.

KANG Yu Wei and his secretary are now touring the world, and on the 22nd ult. had arrived at Vancouver. In the course of an interview he said he had gone to Canada from England in the interests of Chinese reform. He would establish new societies and strengthen existing ones. He said he was travelling to all parts of the globe in the interests of reform.

AN accident which might have resulted in serious consequences, in the way of broken limbs and possibly cracked craniums, and which certainly ought to have resulted in serious consequences to the causers thereof, occurred just to the westward of the Central Market on Des Voeux Road, about half-past one o'clock this afternoon. Two ruffianly school-boys, seeing two small Chinese lads standing on the path close to a ricksha, thought it would be an admirable joke to tie the cues of the boys round the spokes of the ricksha-wheel and watch results. This they proceeded to do, unknown to the boys, and then told the ricksha-coolie to "move on." The natural result was that the boys' heads were banged together as they were drawn downwards by the moving wheel, before the coolie discovered what he had "in tow." The boys were more frightened than hurt, though they sustained a few slight bruises on their hands and arms, before they could discover what was happening to them. When the ricksha stopped, as it did after going but a few yards, the young cowards, scenting possible trouble for their own skins, decamped.

RULES OF THE ROAD.

INFRINGED BY NAVAL YARD MASTER.

At the Harbour Office, this morning, before the Hon. Captain L. A. W. Barnes-Lawrence, Marine Magistrate, Charles Aris, L. S. of the Water Police, indicted Leung Fook, master of the Naval Yard launch 68, for that he did unlawfully fail to hoist the regulation towing-lights, while towing a lighter, at 12.30 o'clock in the morning, and, secondly, did fail to observe the rules of the road, on the 17th inst., in the waters of the Colony. The prosecutor stated that at half-past twelve o'clock on the morning of the 17th inst. he was steering No. 6 Police launch in an easterly direction from Blake Pier, and when he was some 50 yards clear of the Naval Yard, he saw the defendant's launch coming from a N. E. direction, and making a straight line for the entrance of the camber of the Naval Yard. Witness kept on his course and the defendant's launch did the same, and both launches met about ten yards from the entrance to the camber. The defendant did not attempt to alter his course. When about ten feet from his starboard bow witness stopped the engines and went astern, and put the helm astarboard, thus coming round about five feet off the defendant's launch. Witness then followed defendant and found that he had a lighter in tow on his port side. No regulation towing-lights were hoisted, and witness proceeded to take his name informing him of the proceedings he would institute. The master of the Naval Yard launch stated that he saw the Police launch steaming down from Blake Pier, on his starboard beam. He blew two long blasts to show the police launch's coxswain that he was going to cross her bows. He did not alter his helm at all. He was not aware that the blasts should be short ones. He did not go to port because he had not room, and it did not occur to him to take any other action, such as going astern, as he had a boat in tow. The boat was a water lighter belonging to the Naval dockyard, and was being taken back from H.M.S. *Albatross*. He knew that extra lights are shown when vessels are being towed, and those lights were not more than three feet apart. He was not aware that the regulation says these lights should not be less than six feet apart. The prosecutor was positive he only saw one light, about ten feet above the deck. Defendant said he did not light the lights himself. The upper one was a temporary one in lieu of the regulation one which was broken. The harbour master held that the first charge was not proved, but that the second was. He fined the master of the launch \$5 for not observing the rules of the road.

KOWLOON BOWLING AND CRICKET CLUBS.

GOVERNMENT CONCESSIONS.

The great interest that H.E. the Governor, Sir Matthew Nathan, takes in all manner of local recreative sport is once again manifested by the Government's offer of a grant, to the Kowloon Cricket Club, of a splendid plot of ground on Austen Road, Kowloon. This plot contains some 35,000 square feet, and is thus considerably larger than the Hongkong Cricket Club's ground on Queen's Road, and about nearly equal to the Oval at home. There is, however, one difficulty in the way of the Kowloon Cricket Club being able to take immediate possession of this newly granted plot, which arises from the fact that on a portion of it the Kowloon Bowling Green Club at present has its habitation. The Club has been approached by the Government with an offer of a larger piece of land nearer the barracks and the Coronation commemoration tree, with a monetary compensation of some \$1,500 for its removal from the site it now occupies. Upon receipt of this communication from the Government a meeting of the Bowling Club was held last night at Kowloon, when a letter was read from H.E. the Governor, after which it was decided to await the views of the Kowloon Cricket Club as to what further inducements the latter Club might be prepared to hold out to the Bowling Club for its removal, having in view the fact that the removal of the latter Club is entirely to the advantage of the former, while distinctly to the disadvantage of the latter, inasmuch as the proposed new locality is at present unlevelled, while their present ground is well shaded and admirably adapted for such a ground. The Bowling Club, moreover, has but just laid down a fine green, and gone to other expense, and while the compensation offered by Government is a goodly sum, it is held to be quite inadequate to reimburse the Club for the loss of a splendid site, and all the expense of laying down and turfing a new bowling green. While the Kowloon Cricket Club is quite an infant among clubs, being but a few weeks old, it has made a start which has exceeded the most sanguine anticipations. It has won five out of seven of the last few matches it has played in, and now stands second in the League tables. If no hitch occurs it is understood that, besides a cricket pitch, lawn tennis courts, a bowling green and other arrangements will be made for making the club one of general recreation, and it is anticipated that on the ground may be played the future interport cricket matches. A portion of the ground remains still unlevelled, but this, it is understood, the Government will level up before the Cricket Club takes it over. Several members of the Bowling Green Club are also members of the Kowloon Cricket Club, so that their interests are thus almost identical. It is anticipated with confidence that terms may be easily arranged, and an amicable transfer shortly be made. At present there is no doubt that both clubs fully appreciate the interest H.E. the Governor is displaying in their "housing."

THE FESTIVE SEASON.

HONGKONG STORES.

III.

MESSRS. BARRETTO & CO.

At the time of the year when the whole world is supposed to be gay attention might be called to the Wine Growers Supply Company, of which Messrs. Barretto and Co., of Bank Buildings, are the local agents. Their extensive Bodegas, situated in Mason's Lane below Pedder's Hill, the sanitary arrangements of which are perfect, contain the choicest selection of wine, beer and spirits to be found anywhere in the Far East. The following will give an idea of their stock:—Bordeaux red and white wines; Portuguese red and white wines; Spanish, American, Australian and French clarets, cognac and brandies; Scotch and Irish whiskies, English and Dutch gins; champagnes and other sparkling wines; port wine from the Companhia Agricola Commercial dos Vinhos do Porto, the owners of the largest vineyards in the Douro district; sherries received direct from Spain, Madeira, Marsala, Moscatel, Malaga; burgundies, hocks and moselles; liquors of all kinds, French and Italian vermouth; bitters, tonic wines, bottled ales, beers and stout, rum, syrups and mineral waters, and the list is not yet exhausted. The Wine Growers Supply Company is represented in Paris by the Compagnie Francaise des Indes et de l'Extrême Orient.

THE PHARMACY.

Among so many firms in Hongkong occupying a leading place in providing for the special wants of buyers at Christmas, a worthy position is held by the Pharmacy, Queen's Road. Naturally the Pharmacy gives special attention to the perfumery lines, which are always sure to attract and charm the fair sex, for whatever else may be relegated to the shelf a dainty box of perfumery is always regarded as an essential and acceptable Christmas gift. All the perfumes at the Pharmacy are the manufacture of leading Parisian houses, and as they are enclosed in fancy bottles, which themselves repose in beautiful cases, a large sale may be expected in this line. The inevitable bon-bons, chocolates, and sweets generally are in large profusion at the Pharmacy, and he would be a curious individual who failed to find his heart's desire there. A select lot of cigars and cigarettes specially imported for the Christmas trade is also for sale. The Pharmacy annually launches out in this more strictly tobacconist speciality at Christmas and this year the stock is said to be unusually good. As for those comforts which relieve the afflicted after the delights of Christmas fare—usually represented by comic artists as plump puddings personified on the chests of sleepers troubled by nightmare—the Pharmacy has a full stock.

ENGLAND'S EASTERN NAVAL DEPOTS.

HONGKONG'S POSITION DEFINED.

AN AUTHORITATIVE OPINION.

It is difficult adequately to realise the far-reaching importance of the announcement made to-day by our morning contemporaries that the Imperial Government have officially declared their intention of acquiring the extensive docks controlled by the Tanjong Pagar Co. of Singapore. Some days ago, the *Hongkong Telegraph* published a telegram, from its London correspondent, which was framed in somewhat general terms, stating that a navy reconstruction scheme was under the consideration of His Majesty's naval advisers. The telegram proceeded briefly to say that the question of dock accommodation for the naval squadrons patrolling the waters of the Empire would probably be the first question to be dealt with, and that much greater significance than hitherto will be attached to the Naval stations of Gibraltar and Hongkong; there the information ended. The latest news regarding the Tanjong Pagar Dock Co.'s premises is undoubtedly the first indication that the rumour contained in the telegram mentioned was well-founded.

HOW HONGKONG IS AFFECTED.

The point which will occur to Hongkong residents is—How does this acquisition of the Singapore docks affect Hongkong? One of the leading authorities in Hongkong, a gentleman whose opinions are entitled to the highest respect, being based on assured and daily association with those concerns which would be affected by anything of a similar nature arising in Hongkong, was approached by a representative of the *Hongkong Telegraph* this forenoon. He was asked his views on the subject of the news published in the Tanjong Pagar Docks and the likelihood of a similar move being made by the Imperial authorities in Hongkong.

NO ACTION PROBABLE HERE.

"It is much too early," he remarked, "to express any decided opinion on a question of such importance. At the first blush, I confess that in my view the Imperial naval authorities are unlikely to do anything here. For one thing, they are building their own docks, which may not be ready for some years yet, but during that time the vessels of the China Squadron have the use of the Hongkong Docks. An arrangement was made that for a period of 25 years the naval vessels should have the right of docking at the Hongkong Company's docks. That arrangement does not expire for three or four years yet, and the question as to what will be done at the end of the period has not since been raised. The Admiralty docks may not be entirely completed in that time, and even if they are, they may not prove sufficient for all the requirements of the navy. In that case it would be for the naval people to consider the advisability of renewing the agreement, or entering into a fresh arrangement altogether with the Dock Company here. What the naval authorities intend to do I have not the least idea."

"But have any tentative suggestions or even feelers been thrown out by the naval authorities on the subject of acquiring the docks here for the Admiralty?"

NO "FEELERS."

"I assure you," our informant added, "and I am in a position to know, there has not been even the slightest hint of such a thing."

"How do the Hongkong Docks compare with the Singapore Company's docks?"

HONGKONG DOCKS HEAD.

"As far as Tanjong Pagar docks are concerned, we in Hongkong are far ahead. We have been moved by a public spirit, which has tended to keep the Dock Company well up to the needs of the port. In Singapore, on the other hand, the Tanjong Pagar Dock Company has been guided by a board of directors, who in turn obeyed the behests of a committee in London, whose sole object was the maintenance of a certain standard of dividends. Only this year, at the last annual meeting which was held in Singapore there was some very plain speaking on this subject. Mr. John Anderson, of Guthrie & Co., who was the head of the Tanjong Pagar Company, spoke out his mind, showing how the docks should be increased, how improvements should be made, and actually hinting that, unless those things which he enumerated were done, the Government would step in and secure public interests. John Anderson has been the cause of all the improvements at Tanjong Pagar, supported of course by some shareholders, but John Anderson had to resign."

HONGKONG'S POSITION.

"Here in Hongkong," continued the speaker, "we have had no question of that sort. Hongkong docks are a long way in front of either Singapore or Shanghai. Moreover, Hongkong is the headquarters of the China Squadron. Singapore and Shanghai can only be called coaling stations. It is to Hongkong that vessels naturally turn when they are in need of repairs. Here we can provide for them in every way. But of course, as I said before, there are Admiralty docks in course of construction here. Whether they will meet all the requirements of the Navy is another matter. To a certain extent, however, that fact explains the reason why no scheme involving the acquisition of the Hongkong Company's docks has been mooted."

A question was submitted by the interviewer as to the conditions on which the Hongkong Company held their lands.

QUESTION OF LAND TENURE.

"Here, again," was the reply, "there is another question. In Hongkong the land is leasehold; so far as I know, the land in Singapore held by the Tanjong Pagar Dock Co. is, mostly, if not entirely, freehold. The government in Hongkong could at any time, when they considered it proper, resume possession of the

land. They would have to pay compensation, of course, but they have the right to take it back whenever they think fit to do so.

"I notice that the telegram says the land at Tanjong Pagar is to be acquired by the Imperial government on terms to be mutually arranged. The Ordinance here says that what is called 'fair compensation' shall be given."

In conclusion, the gentleman interviewed expressed the belief, qualified by the remark that he had not given the matter any real consideration, that this acquisition of the Tanjong Pagar Dock Company's docks, etc., was fraught with possibilities for Hongkong. Beyond that he would not go at present.

THE POSITION OF THE TANJONG PAGAR DOCKS.

Another gentleman, who claims some acquaintance with the Tanjong Pagar Dock Co.'s affairs, remarked that for some time past the administrative ideas of that Company have been in a state of transition. Mr. John Anderson, the head of Guthrie & Co.'s business in Singapore, had been for some time the chairman of the Tanjong Pagar Dock Co., but it was a well-known fact that he and his colleagues on the board of directors did not pull together. It is necessary to go into this because there is the possibility that therein lies the secret of the action taken by the Imperial authorities. Mr. Anderson desired to inaugurate a great scheme of extension and improvement. But his colleagues rejected his plans. The other directors, it should be stated, are not usually the personal owners of the shares they hold. The shares belong to the Company with which they are individually connected in private life. A, for instance, is partner in X. Y. & Co.; he retires from active work, goes to London, and spends his time pottering about the affairs of the Company in Singapore. He still retains his interest and money in the Company. When the next in command is promoted to a partnership he takes over his partner's interests in local concerns, and the shares of the Company in legal concerns are transferred to the new partner. Here then is the rub. A man by reason of the number of shares in his name, although they do not belong to him, becomes a director. But he says only what his partner in London orders him to say. Thus the board in Singapore was described by Mr. John Anderson as "a pack of marionettes the strings of which were pulled in London." He indicated that the Government threatened to take up the Company's interests if things went on in this way. He had to resign; indeed, he had resigned before he made his speech, but one wonders whether this announcement to-day means that the Colonial Government have carried out their threat.

SHIPPING NOTES.

SALE OF THE P. AND O. "BALLARAT."

The P. & O. s.s. *Ballarat* was put up for sale the other day and the first bid was £1,000, but the sale after was £1,000 and in a more bids £9,600 was reached, at which price the fine old liner, so well known in Hongkong and Shanghai, was knocked down to Italian buyers. A condition of sale was that the vessel must change her name before leaving London.

The German steamer *Kudat* left Singapore on 10th inst. for Kobe with a general cargo for Japan. She has been sold by the Norddeutscher Lloyd of Bremen to Messrs. Butterfield & Swire of Hongkong.—S. F. Press.

The s.s. *Inchun* is due from Durban on Friday, the 23rd inst., and will continue her run, via Chinwantao.

The s.s. *Salda*, now in the Kowloon docks, is nearly ready to take her place on the South African coolie emigration line.

The repairs on the s.s. *Agincourt* are going on apace, and it is expected she will be ready to "plough the ocean" once more, well within contract time.

The s.s. *Indravilli* is making good progress with her alterations to fit her for the South African coolie emigration run, but the late fire on board has somewhat retarded matters, and it is expected that it will be some little time before she is ready to take up her turn.

Mr. Stanley Gibbons, the well-known stamp collector and expert, may be expected here shortly. He is at present in Colombo on a brief visit, accompanied by Mrs. Gibbons, and will be leaving there in a few days for Bombay and then to the Far East. This is the fourth visit Mr. and Mrs. Gibbons have paid to the East, but the present trip is not made in connection with the stamp business. Mr. Gibbons has sold his long-established business and has retired. He is of opinion that the hobby of the philatelist is in as flourishing a condition as ever.

SHIPPING AND MAILS.

MAILS DUE.

German (*Roon*) 22nd inst.

American (*Manchuria*) 22nd inst.

French (*Australien*) 27th inst.

Indian (*Lairang*) 26th inst.

American (*Coptic*) 26th inst.

Australian (*Taiyuan*) 28th inst.

The I. C. S. N. Co.'s s.s. *Lalung* from Calcutta and the Straits left Singapore for this port on 20th inst., at 5 p.m.

The Imperial German Mail s.s. *Prinz Regent Luitpold* which left here on 23rd ult., arrived at Genoa on 20th inst., at 7 a.m.

The P. & A. s.s. *Nicomedia* arrived at Yokohama on 16th inst., and left again on 19th, via Kobe and Moji, and may be expected here on 30th inst.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"SOBRALENSE"	21st December.
GLASGOW AND LIVERPOOL	"PELEUS"	24th December.
GLASGOW AND LIVERPOOL	"MOYUNE"	3rd January, 1905.
GLASGOW AND LIVERPOOL	"HYSON"	17th January, "
GLASGOW AND LIVERPOOL	"HECTOR"	20th January, "
S.S. "SOBRALENSE" left Singapore on the 12th inst., at noon, and is expected here about the 21st.		
S.S. "PELEUS" left Singapore at daylight on the 18th inst., and may be expected to arrive here on the 24th.		

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, M'LES, HAVRE & L'POOL	"NINGCHOW"	22nd December.
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January, "
* GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January, "
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January, "
* Taking Cargo for Liverpool at London Rates.		

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PELEUS"	28th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st December, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWANGSUNG"	24th December.
SHANGHAI	"SHANGHAI"	26th "
NAGASAKI	"OHIO"	26th "
SHANGHAI	"WOOSUNG"	26th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"OHINGTU"	26th "
MANILA	"TEAN"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st December, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	FRIDAY, 23rd Dec., at 4 P.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 31st Dec., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 20th December, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL
PROPOSED SAILINGS.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 25th, "
"ARABIA"	4,483	Bable	February 20th, "
"ARAGONIA"	5,193	Schmidt	March 12th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 21st December, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 25th, "
"ARABIA"	4,483	Bable	February 20th, "
"ARAGONIA"	5,193	Schmidt	March 12th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Called from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 21st October, 1904.

BOO CHEONG, of No. 20, Pottinger
Street, has always on hand

FIRST-CLASS WRITING AND PRINTING
PAPERS, AND STATIONERY
of every variety.

Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

"KWONG CHOW" ... 1,309 ... J. P. MARTIN.
"KWONG TUNG" ... 1,338 ... H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey ... \$4
Meals ... (Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1,038 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 1 P.M.

1st Class ... \$3.00 for Single Journey.
2nd " ... 1.50 " " "
Meals ... 1.00 each. " "

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.

WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.

FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$3.00, " \$5.00

Tiffin and Dinner may be had on Board
at \$1 each meal.

YUK ON & Co., LD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days, at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 10 cents; Steerage, 10 cents.

Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG

1904. About

"SHIMOSA" ... 28th December.

"GHAEZE" ... 25th Jan., 1905.

"SATSUMA" ... 5th Feb., "

* Via Malabar Coast.

For Freight and further information, apply
to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 20th December, 1904.

Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN

STEAM FOR
SHANGHAI, NAGASAKI, HIGO AND
YOKOHAMA.

THE Imperial German Mail Steamship

"ROON,"
Captain G. Meiners, due here with the outward
German Mail about THURSDAY, A.M., will
leave for the above places about 12.24 hours
after arrival.

NORDDEUTSCHER LLOYD,
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 17th December, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as
above, on FRIDAY, the 23rd instant, at 4 P.M.
This Steamer has Superior Accommodation
for First-class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 19th December, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA,"

Captain Garland, will be despatched as above,
on TUESDAY, the 27th instant, at Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 19th December, 1904.

Intimations.

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Ricord, Rostan, Jobert, Velpeau
and others, cures all the diseases to be sought in a
medicine of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1 is a re-
markable short-time, efficient remedy, removes all discharges
from the urinary organs, effectively suspending injections, those
of which do irreparable harm by laying the foundation of
stricture and other serious diseases. In dysentery, piles,
irritation of the lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 2 is a purify-
ing, cathartic, purgative, removes all discharges from the
bowels, purifies the blood, and cures all diseases of the
urinary organs, and all diseases of the bowels, and all
diseases of the skin, and all diseases of the throat, and
all diseases of the chest, and all diseases of the lungs,
and all diseases of the heart, and all diseases of the
liver, and all diseases of the spleen, and all diseases of
the stomach, and all diseases of the pancreas, and all
diseases of the gall-bladder, and all diseases of the
bladder, and all diseases of the ureters, and all diseases
of the kidneys, and all diseases of the prostate, and all
diseases of the testicles, and all diseases of the
penis, and all diseases of the vagina, and all diseases
of the uterus, and all diseases of the ovaries, and all
diseases of the fallopian tubes, and all diseases of the
peritoneum, and all diseases of the pleura, and all
diseases of the pericardium, and all diseases of the
diaphragm, and all diseases of the chest wall, and all
diseases of the abdominal wall, and all diseases of the
pelvic wall, and all diseases of the perineum, and all
diseases of the rectum, and all diseases of the sigmoid
colon, and all diseases of the cecum, and all diseases of
the appendix, and all diseases of the small intestine, and
all diseases of the large intestine, and all diseases of
the colon, and all diseases of the rectum, and all
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of the appendix, and all diseases of the sigmoid
colon,

Intimations.



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes it the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "DWARF" is the finest shaving implement ever produced.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Voeux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.
Hongkong, 24th November, 1904. [1269]

ESPECIAL OLD TOM GIN.
Marshall and Elvy's

Satinette

DOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Voeux Road.

Hongkong, 11th May, 1904. [603]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 CENTS) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1904.

Shipping.

AT 11
Empress of China, Br. s.s., 3,046, E. Beetham, 2nd Dec.,—Vancouver, B.C., 28th Nov., and Shanghai 18th Dec., Mail and Gen.—C. P. R. Co.
E-Sang, Br. s.s., 1,127, W. F. Richard, 20th Dec.,—Chinkiang 16th Dec., Gen.—J. M. & Co.
Fausang, Br. s.s., 1,410, R. Cox, 20th Dec.,—Jawa 11th Dec., Sugar—J. M. & Co.
Geo. T. Hay, Br. s.s., 1,700, 2nd Dec.,—Cebu 26th Nov., Ballast—A. J. K. & Co.
Ningchow, Br. s.s., 5,716, Riley, 21st Dec.,—Shanghai 18th Dec., Gen.—B. & S.
Choyang, Br. s.s., 1,424, H. Roope, 21st Dec.,—Canton 20th Dec., Gen.—J. M. & Co.
M. Strave, Ger. s.s., 666, P. Brandt, 21st Dec.,—Tamsui 18th Dec., Amoy 19th, and Swatow 20th, Gen.—O. S. K.
Adamastor, Portuguese cruiser, 1,950, Ribeiro, 21st Dec.,—Amoy 20th Dec.

Clearances at the Harbour Office.
Anchin, for Bangkok.
Chungking, for West River.
Kwangchow, for Canton.
Yikang, for Canton.
Silverhill, for Shanghai.
Sungking, for Cebu.
Erie T. Ray, for Cebu.
Lokang, for Canton.
Hongkong, for Kwong-chow-wan.
Wongkai, for Bangkok.
Sengambia, for Singapore.
Hailan, for Pakhoi.
Arratoon Apsar, for Singapore.
Chan Or, for West River.
Shun Lee, for West River.
Deawongse, for Bangkok.
Hsieh Ho, for Canton.

Departures.
Dec. 21.
Prins Eitel Frederick, for Europe.
Deawongse, for Bangkok.
Wongkai, for Bangkok.
Triumph, for Swatow.
Holstein, for Haiphong.
Sengambia, for Singapore.
Inkula, for Durban.
Johanna, for Hoihow.
Anchin, for Bangkok.
Lennax, for Kobe.
Onda, for Singapore.
Tatung, for Swatow.
Anhui, for Cheloo.
Magallanes, for Saigon.
Kwangang, for Canton.
Meiwei, for Canton.
Arratoon Apsar, for Calcutta.
Dikwara, for Singapore.
Loonmoon, for Shanghai.
Lydia, for Chinkiang.
Candia, for Colombo.
Hailan, for Pakhoi.

Passengers arrived.
Per Empress of China, from Yokohama—Miss L. Allen, Cockburn, and E. Pasby. From Kobe—Miss W. R. Fawell, Miss V. McLain, Mrs. J. W. Horton, Capt. Guiter, Lady Magenis, Misses Agnes, Hayday, Mr. and Mrs. B. D. Cohen, Mrs. Wertheimer, Messrs. D. L. Cohen, L. W. Cohen, and Miss Watson. From Nagasaki—Messrs. S. Yamamoto and K. Shimada. From Shanghai—Rev. and Mrs. J. Cumming Brown, Mr. A. Bennett and servant, Mrs. H. Wall, Dr. and Mrs. R. J. Marshall, and Mr. McLaughlin.

Hongkong & Whampoa Dock Returns.
U.S.S. Fathomer ... at Kowloon Dock.
Agincourt ... " " " " " "
Hue ... " " " " " "
Indravelli ... " " " " " "
H.M.S. Thetis ... " " " " " "
Medan ... " " " " " "
Tetartios ... " " " " " "
Thiala ... " " " " " "
Cosmopolitan

Vessels in Port.

STRAITS.
Agincourt, Br. s.s., 3,046, Worsnop, 3rd Oct.,—Hainan 1st, "allast—Order.
Athenian, Br. s.s., 2,410, S. Robinson, 17th Dec.,—Vancouver, B.C. 14th Nov., and Shanghai 14th Dec., Gen.—C. P. R. Co.
Australian, Br. s.s., 1,784, A. H. Schaw, 18th Dec.,—Melbourne 12th Dec., Sydney and Manila 15th Dec., G. n.—C. L. & Co.
Belgian King, Br. s.s., 2,353, J. Hayton, 2nd Dec.,—Moji 23rd Nov., Coal—B. & Co.
Clara Jensen, Ger. s.s., 1,103, F. Bendixen, 19th Dec.,—Haiphong 11th Dec., Rice and Gen.—J. & Co.
Clavering, Br. s.s., 2,141, D. Barton, 19th Dec.,—Salina Cruz 14th Nov., Ballast—A. R. S. S. Co.
Deramore, Nor. s.s., 1,496, 1st Schervig, 18th Dec.,—Haiphong 16th Dec., Rice—A. R. M.
Donpola, Br. s.s., 2,820, M. N. English, 15th Dec.,—New York 16th Sept, Case Oil—S. O. Co.
Gregory Apar, Br. s.s., 2,651, J. G. Olifant, 20th Dec.,—Calcutta 3rd Dec., Penang and Singapore 13th Dec.,—D. S. & Co., Ltd.
Highlander, Br. s.s., 1,595, W. Dawson, 17th Dec.,—Moji 11th Dec., Coal—D. & Co., Ltd.
Hongkong, Br. s.s., 742, Suzuoni, 20th Dec.,—Haiphong and Hoihow 19th Dec., Gen.—A. R. M.
Hue, Fr. s.s., 705, Godeau, 27th Nov.,—Haiphong and Hoihow 26th Nov., Gen.—A. R. M.
Indravelli, Br. s.s., 3,115, S. Cullington, 18th Nov.,—Shanghai 24th Nov., Ballast—J. M. & Co.
Korat, Ger. s.s., 1,223, W. Hirner, 19th Dec.,—Bangkok (Anghin) 9th Dec., Gen.—Yong Fat Hong.
Laertes, Br. s.s., 1,341, J. B. Jackson, 15th Dec.,—Saigon 10th Dec., Rice, Meal and Gen.—Chinese.
Manica, Br. s.s., 2,615, R. Leslie, 17th Dec.,—Shanghai 14th Dec., Gen.—N. Y. K.
Medan, Ger. s.s., 764, O. Stoberg, 30th Nov.,—South Sea Island (Vap) 22nd Nov., Copra—S. & Co.
Phu Yen, Fr. s.s., 1,299, Ducroiset, 17th Dec.,—Sourabaya 5th Dec., Sugar and Groundnuts—B. & Co.
Pleides, Am. s.s., 2,932, F. G. Pennyton, 16th Dec.,—Moji 11th Dec., Coal—D. & Co., Ltd.
Profit, Nor. s.s., 715, E. Olsen, 18th Dec.,—Bangkok 9th Dec., Rice—Order.
Samsen, Ger. s.s., 998, F. Richwaldt, 19th Dec.,—Bangkok 11th Dec., Rice—M. & Co.
Seald, Br. s.s., 3,138, Geo. Brown, 29th Nov.,—Moji 23rd Nov., Coal—J. M. & Co.
Sheila, Br. s.s., 2,337, J. White, 15th Dec.,—Westport, N.Z. via Newcastle, N.S.W. 10th Nov., Coal—Admiralty.
Silverhill, Br. s.s., 4,499, G. Bramston, 18th Dec.,—London 30th Oct., Gen.—A. K. & Co.
Stanley Dollar, Br. s.s., 1,857, J. Bruce, 5th Dec.,—San Francisco 31st Oct., Flour—A. K. & Co.
Tetartios, Ger. s.s., 1,578, J. Desler, 14th Dec.,—Kuchinozu 9th Dec., Coal—S. & Co.
Tungchow, Br. s.s., 987, Parkis, 23rd Nov.,—Shanghai 20th Nov., Ballast—Order.
Vikang, Br. s.s., 1,236, W. U. Welsh, 18th Dec.,—Chefoo and Swatow 12th Dec., Gen.—J. M. & Co.
Zafiro, Br. s.s., 1,611, R. Fodger, 20th Dec.,—Manila 17th Dec., Gen.—J. T. & Co.

SAILING VESSELS.
Acme, Am. 4-masted ship, 2,937, W. Lellan, 19th Dec.,—Kobe 9th Dec., Gen.—S. O. Co.
Ancines, Br. sq., 1,700, Saller, 26th Nov.,—Fremantle 20th, Sandalwood—Order.
Erie T. Ray, Am. sq., 918, Karien, 6th Aug.,—Manila 20th June, Timber—Order.
Prince Robert, Br. 4-masted ship, 2,555, Hansen, 22nd Nov.,—New York 9th July, Kerosine—S. O. Co.
Tarang, Am. sq., 71, Probst, 13th Dec.,—Yap (Caroline Island) 4th Dec., Beche-de-Mer—Mr. G. P. Lammer.

Ships Expected.

Ships Passed The Canal.
Outward—15th November—Ferdin, Laos, Benary, Indrasatna, Silverhill, 19th November—Moravia, Sobralense, Prince Marie, 22nd November—Shanika, Niguna, Plut, Hindustan, 25th November—Jawa, Hio, Hio, 29th November—Hindoo, Rostky, Roon, Lathington, 3rd December—Anapa, Australien, Powderham, Flan, 6th December—Oro, Dinkhikira, Confidens, 9th December—Bunlorig, Haidelgen, Glenroy, Glancu, Kray Costa, 13th December—Palma, Paris, Dunarn, Spelta, Theda, Fogelund, 13th December—Bayern, 17th December—Afax, Andalusia, Macdon, Salvia.
Homeward—15th November—Malucca, 3rd December—Claverburn, 12th December—Ulysses, 13th December—Manila, 17th December—Brigavia, Prince Regent Luitold.
Arrivals at Home—15th Nov.—Tydus, 17th November—Formosa, 19th November—Atholl, Sachan, 22nd November—Sambila, 25th November—Valdmar, Hudson, 29th November—Japan, Austria, Patroloski, 3rd December—Egson, Zitter, 6th December—Achilles, 13th December—Princess Alice, Oanfa, Suevia, Ping Suey, 17th December—Barofis, Prince Hylarich.

Post Office.
CHRISTMAS HOLIDAYS.
Christmas Day, the 25th, and Boxing Day, the 26th of December, having been declared public holidays, the Post Office will be closed except from 8 a.m. to 9 a.m. There will be one delivery and one collection on Sundays, if the Money Order Office will be entirely closed.
In future, there will be one delivery of correspondence each day on week days only in Shaukiwan, leaving General Post Office at noon.

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In future, there will be one delivery of correspondence each day on week days only in Shaukiwan, leaving General Post Office at noon.

Pillar Boxes at Arsenal Street and Percival Street will in future be cleared four times a day as under.

Percival Street 8 a.m.—11 a.m.
2 p.m.—5 p.m.
5.5 a.m.—11.5 a.m.
2.5 p.m.—5.5 p.m.

Arsenal Street 8 a.m.—11 a.m.
2 p.m.—5 p.m.
5.5 a.m.—11.5 a.m.
2.5 p.m.—5.5 p.m.

1st will close for—
Canton—Per *Kingshan*, 22nd Dec., 7.30 A.M.
Macao—Per *Wingchai*, 22nd Dec., 7.30 A.M.
Quang-chow-wan, Hoihow, Pakhoi and Haiphong—Per *Hongkong*, 22nd Dec., 9 A.M.
Macao—Per *Heungshan*, 22nd Dec., 1.45 P.M.
Shanghai—Per *Choyang*, 22nd Dec., 5 P.M.
Kongmoon and Kumchuk—Per *Tak Hing*, 22nd Dec., 5 P.M.
Canton—Per *Falshan*, 22nd Dec., 5 P.M.
Nantao—Per *Taichun*, 22nd Dec., 5 P.M.
Sanbue—Per *Hoi Fu*, 22nd Dec., 5 P.M.
Canton—Per *Hankow*, 23rd Dec., 7.30 A.M.
Macao—Per *Wingchai*, 23rd Dec., 7.30 A.M.
Swatow, Amoy and Foochow—Per *Haimun*, 23rd Dec., 1 P.M.
Macao—Per *Heungshan*, 23rd Dec., 1.45 P.M.
Saigon—Per *Laertes*, 23rd Dec., 3 P.M.
Manila—Per *Yuenang*, 23rd Dec., 3 P.M.
Manila—Per *Zafiro*, 23rd Dec., 3 P.M.
Shanghai—Per *Shansi*, 23rd Dec., 3 P.M.
Canton—Per *Powun*, 23rd Dec., 3 P.M.
Nantao—Per *Taichun*, 23rd Dec., 5 P.M.
Sanbue—Per *Hoi Fu*, 23rd Dec., 5 P.M.
Kongmoon, Kumchuk, Samshui, Shuihing, Takhing and Wuchow—Per *Sansui*, 23rd Dec., 5 P.M.
Canton—Per *Falshan*, 24th Dec., 7.30 A.M.
Macao—Per *Wingchai*, 24th Dec., 7.30 A.M.
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma—Per *Pleides*, 24th Dec., 11 A.M.
Macao—Per *Heungshan*, 24th Dec., 1.45 P.M.
Nagasaki and Yokohama—Per *Chihai*, 24th Dec., 2 P.M.
Shanghai—Per *Kwangai*, 24th Dec., 3 P.M.
Batavia, Samarang, Sourabaya and Macassar—Per *Typhoon*, 24th Dec., 3 P.M.
Swatow, Amoy and Tamsui—Per *M. Struve*, 24th Dec., 5 P.M.
Nantao—Per *Taichun*, 24th Dec., 5 P.M.
Sanbue—Per *Hoi Fu*, 24th Dec., 5 P.M.
Macao—Per *Wingchai*, 25th Dec., 8 A.M.
Canton—Per *Hankow*, 25th Dec., 8 A.M.
Nantao—Per *Taichun*, 25th Dec., 9 A.M.
Sanbue—Per *Hoi Fu*, 25th Dec., 9 A.M.
Kongmoon and Kumchuk—Per *Pak Hing*, 25th Dec., 9 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Chingai*, 26th Dec., 9 A.M.
Macao, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Manchuria*, 26th Dec., 9 A.M.
Shanghai—Per *Woonung*, 26th Dec., 9 A.M.
Nantao—Per *Taichun*, 26th Dec., 9 A.M.
Sanbue—Per *Hoi Fu*, 26th Dec., 9 A.M.
Macao—Per *Heungshan*, 26th Dec., 9 A.M.
Kongmoon, Kumchuk, Samshui, Shuihing, Takhing and Wuchow—Per *Litlan*, 26th Dec., 9 A.M.
Amoy, Straits and Rangoon—Per *Palamcottia*, 26th Dec., 5 P.M.
Europe, &c., India, via Tuticorin—Per *Tonkin*, 27th Dec., 11 A.M.
Manila—Per *Tan*, 27th Dec., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 28th Dec., 11 A.M.
Manila—Per *Rubi*, 31st Dec., 9 A.M.
Europe, &c., India, via Tuticorin—Per *Bangal*, 31st Dec., 11 A.M.
Singapore, Penang and Calcutta—Per *Laitang*, 3rd Jan., 2 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 11th Jan., 11 A.M.

CHRISTMAS AND NEW YEAR'S PARCELS.

Parcels for the United Kingdom via Gibraltar posted before 3 p.m. on Friday, the 4th November, are due in London about the 11th December, and those posted before 3 p.m. on the 18th of November are due in London on Christmas morning.
With an additional fee of 60 cents parcels may be sent via Brindisi, and if posted before 3 p.m. on the 18th of November would accompany the letter mail, which is due in London on the 19th of December. Parcels intended for New Year's delivery should also be forwarded by the mail of the 18th of November, as the mail per s.s. *Chitana*, which leaves here on the 6th of December is not due in London till the 6th of January via Gibraltar, and the 2nd of January via Brindisi. The rates of postage on ordinary parcels are as follows:—
For a parcel not exceeding 3 lbs. in weight 60cts.
" " " " " " 7lbs. \$1.20cts.
" " " " " " 11lbs. \$1.80cts.
All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

On and after the 1st December, 1904, deliveries for Postal District No. 11, viz. Albany, Peak Road, will leave the Post Office at 9 A.M., 1 p.m. and 5 p.m., daily on week days and 9 a.m. on Sundays.

VISITORS AT THE HOTELS.

KING EDWARD.
Allan, Miss Lillian Kaye, R.Q.A., Major & Bennett, A. Mrs. R. A.
Bickart, Mr. Klene, Mrs.
Chaplin, Miss C. Kleijntjuber, Lieut.
Chaplin, Miss E. Kraaj, J.
Cockshutt, Miss Helen Lugebi, V.
Corbach, Capt. W. Van May, Alfred J. G.
Crawe, Capt. May, Ernest A. G.
Deinat, Capt. Rose, Mr. & Mrs. Thos.
Drayton, Mr. and Mrs. Ross, Mr. and Mrs.
Hanner, Thos. A. Alex. and family
Jackson, Mr. & child Shepherd, Bruce
Jameson, W. J. Stanger, O.
Kiene, F. Wilkinson, R.M., Capt.

OCCIDENTAL.
Banda, F. Loias, Mr. and Mrs.
Brown, Mr. T. C. and daughter
Chandler, Lieut. Mathies, P.
Fries, Mr. Munro, Miss A.
Furth, H. Nast, V.
Guerlin, C. N. Reichel, W.
Key, Dr. Reber, Capt. W.
Kiens, L. Roth, Dr.
Lloyd, Mr. and Mrs. Twyne, Mrs.
and child Worsnap, Capt.

KOWLOON.
Bennett, W. C. Thomson, Major and
Borphy, Capt. Mrs. G. S.
Cullington, Capt. and Rows, Mrs. W. E. and
Mrs. child
Newman, Mr. and Mrs. Watson, Mr. and Mrs.
W. K. W. H.
Mitchell, Mr. Weekley, Mr.

HONGKONG.
Anderson, Mr. & Mrs. Magenis, Lady L. and W. R. maid
Ascoli, Mr. and Mrs. V. Marriott, Dr. O. McLaren, J. S.
Barillon, P. McVran, T. P.
Bevis, Miss C. & maid Miller, P. L.
Bingham, Mr. & Mrs. Moir, R. L. and Mrs. W. M.
T. E. and child
Birbeck, R. J. Moon, Mr. & Mrs. F. M.
Bisney, Mr. and Mrs. S. Newall, S. G.
Bisney, Miss Newington, A. G.
Bissell, W. S. Parsons, W.
Blair, D. K. Pattie, Mrs. J. A.
Boggan, Mr. and Mrs. Perkins, Mr. and Mrs. T. L.
Bonner, E. A. Pirovano, A.
Bonnet, E. A. Price, Mr. & Mrs. R. W.
Borthwick, R. W. Puddleph, W. T.
Borthwick, Mrs. R. W. Quinn, Jas.
Brett, Miss Ralston, W.
Briggs, C. T. Ranney, Mr. and Mrs. F. O.
Brooks, F. M. Ravens, T. B. von
Broughall, L. Rayner, F. R.
Charles, R. Rice, P. F.
Clark, Dr. F. Roach, Mrs. J. S. and
Clark, T. child
Clark, W. G. Robertson, W. R.
Corderoy, Mr. G. Rutherford, N. H.
Crespi, M. Sayer, G. Burton
Cunningham, G. Sayle, R. T. D.
Davies, F. O. Schmidt, W. F.
Davies, Mrs. J. T. Scott, Mr. & Mrs. J. G.
Deacon, F. B. Skott, G.
Dean, G. Smith, Mrs. K. m.
Douglas, Capt. & Mrs. J. Scemerville, Geo.
Downing, Mr. and Mrs. Soper, C. H.
T. C. Spriggs, M. E.
Edwards, G. H. Stanford, Surg. C. E. C.
Emerson, A. Stein, A. L.
Fisher, H. G. Stevens, R.N., Lt. &
Foster, Dr. A. F. Sullivan, O.
Frederick, Dr. W. P. Glover, C.
Graham, W. D. Sewell, Mrs. M. R. and
Grant, A. W. maid
Grey, C. E. Thomas, O. B.
Hall, Capt. J. C. Thomson, Dr. J. C.
Hanson, J. Thornborough, J.
Harding, R. Trimmell, W. D.
Hardy, Mrs. C. S. Turner, Mr. and Mrs.
Horne, Mrs. J. W. and child
Hurst, R.W., Engineer-Clark, J.
Icely, Rev. F. Walker, W. P.
Jones, Mrs. M. M. Wakefield, Mrs. & Miss
Jones, Mr. and Mrs. P. Whymon, J. L.
N. H. Whymon, Mrs. A. M.
Junca, Lt. A. child and infant
Katch, E. A. Williamson, A.S.C., Maj.
Kemp, H. H. Wolf, Philip
Lapay, Mr. and Mrs. Woolmer, Mr. and Mrs.
Lewis, A. C. E.
Macdonald, Dr. R. N. Wright, Mr. and Mrs.
Mackie, C. Gordon Young, W. S.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Algerine	sloop	—	—	—	Reserve	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	18,000	Captain R. Nelson Ommeney	Shanghai
Arcturion	cruiser, 1st class	4,250	10	7,000	Captain Lionel G. Tufnell	Singapore
Bramble	gunboat, 1st class	—	—	—	Reserve	Hongkong
Britomart	gunboat, 1st class	—	—	—	Reserve	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Wei-hai-wei
Cerberus	water tank and tug	390	6	300	Lieut.-Commander C. Assef	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Captain Hon. Stopford	Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Lieut. P. M. Radnor	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Captain William B. Fawcner	Shanghai
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander J. A. Gregory	Wei-hai-wei
Humber	storeship	1,640	—	800	Lieut.-Commander C. B. Rowell	Yangtze
Iphigenia	cruiser, 2nd class	3,500	8	7,000	Lieut.-Commander F. B. Noble	Wei-hai-wei
Janus	torpedo boat destroyer	280	6	5,900	Captain T. G. Groot	Hongkong
Kinsara	river gunboat	85	4	800	Reserve	Hongkong
Mooreen	river gunboat	180	2	800	Commander G. E. Monro	Labuan
Ocean	battleship, 1st class	12,950	16	13,500	Lieut.-Commander Robert E. Vaughan	West River
Otter	torpedo boat destroyer	310	6	6,300	Commander G. W. Vivian	Hongkong
Phaenax	surveying-vessel	835	6	650	Lieut.-Commander H. T. Atlay	West River
Reindeer	river gunboat	985	6	1,400	Captain C. H. H. Moore	Wei-hai-wei
Robin	sloop	985	6	1,400	Lieut.-Commander Davidson	Yangtze
Rosario	river gunboat	85	2	240	Lieut. Q. Crawford	Hongkong
Sandpiper	cruiser, 2nd class	3,500	8	7,000	Commodore Dicken	Hongkong
Sirius	river gunboat	85	2	240	Lieut.-Commander E. V. Dugmore	Yangtze
Snipe	river gunboat	85	2	240	Captain J. A. C. Wilkinson	Hongkong
Taku	torpedo boat destroyer	350	6	6,500	Lieut.-Commander R. H. Keate	Hongkong
Tamar	receiving ship	4,650	6	—	Captain Leslie Stuart, C.M.O.	Amoy
Tesl	river gunboat	180	2	800	Lieut.-Commander Ernest C. Hardy	Hongkong
Thetis	cruiser, 2nd class	3,400	8	9,000	Lieut.-Commander H. M. Wells	Hongkong
Tweed	coast defence gunboat	363	3	200	Lieut.-Commander Hugh Somerville	Yangtze
Vengeance	battleship, 1st class	12,950	16	13,500	Lieut.-Commander Wason	Hongkong
Virago	torpedo boat destroyer	355	6	6,300		
Waterwitch	surveying ship	620	4	450		
Whiting	torpedo boat destroyer	350	6	5,900		
Woodcock	river gunboat	150	2	550		
Woodlark	river gunboat	150	2	550		

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.
* Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.		FLAG AND DESCRIPTION.
	Acheron	armoured gunboat
	Argus	river gunboat
	Aspic	gunboat
	Avallanche	river gunboat
	Avantgarde	river gunboat
	Carondelet	river gunboat
	Casse-tête	river gunboat
	Chateaufort	protected cruiser
	Comète	gunboat
	D'Assas	armoured cruiser
	Decade	gunboat
	Descartes	cruiser
	Estoc	river gunboat
	Francisque	destroyer
	Fronde	destroyer
	Gueydon	armoured cruiser
	Henri Rivière	river gunboat
	Jacquin	river gunboat
	Javeline	destroyer
	Kersaint	cruiser
	Lynx	sub-marine
	Montcalm*	armoured cruiser
	Mouquet	destroyer
	Oiry	river gunboat
	Paul	cruiser
	Peiho	gunboat
	Pistol	destroyer
	Prote	sub-marine
	Redoutable	battleship, reserve
	Sabre	destroyer
	Styx	armoured gunboat
	Sully	armoured cruiser
	Surprise	gunboat
	Taklang	river gunboat
	Takoum	destroyer
	Vanban	battleship, reserve
	Vigilante	river gunboat

* Flagship of Vice-Admiral Bayle.
 * Flagship of Rear-Admiral de Faure.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain R. Schmitz, will be despatched for
MARSEILLES on TUESDAY, the 27th
DECEMBER, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. DUMBEA 19th January, 1905.

S.S. AUSTRALIEN 24th January, 1905.

S.S. SALAZIE 7th February, 1905.

L. BRIDOU,
Acting Agent.

Hongkong, 20th December, 1904. [9]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN AND SOUTH AFRICAN PORTS.)

The Steamship

"BENGAL."

Captain G. Philipps, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 31st
December, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Victoria, 6,522 tons,
from Colombo, Passengers accommodation in
which is reduced before departure from
Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Oriental,
due in London on the 12th February, 1905.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 17th December, 1904. [4]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Pleiades	3,753	F.G. Purington	Ab. Dec. 24
Tremont	9,900	F. W. Gatlack	Jan. 10
Lyra	4,417	G. V. Williams	Feb. 9
Pleiades	3,753	F.G. Purington	Mar. 4

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tremont, 9,900 T. W. Gatlack, Ab. Dec. 28

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw, s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 20th December, 1904. [12]

NOTICE OF REMOVAL.

A FOOK & Co.,

SHIP AND HOUSE COMPRADORES,
have this day

MOVED

NO. 12, POTTINGER STREET,

near their old establishment,
December, 1904. [114]

For Sale.

FOR SALE.

ONE VERTICAL ENGINE with Fly
Wheel and Governor, one cylinder 9½
inches diameter by 8 inch stroke.

One VERTICAL ENGINE with Fly Wheel
and Governor, one cylinder 12½ inches diameter
by 18 inch stroke.

One VERTICAL ENGINE with Fly Wheel
and Governor, two cylinders 9½ inches diameter
by 12 inch stroke.

One HORIZONTAL ENGINE with Fly
Wheel and Governor, one cylinder 11½ inches
diameter by 36 inch stroke.

One HORIZONTAL ENGINE with Fly
Wheel and Governor, one cylinder 16 inches
diameter by 30 inch stroke.

The above can be inspected, and all particu-
lars obtained, upon application to the
Manager, Kowloon Docks.

W. B. DIXON,
Chief Manager.

Hongkong, 10th December, 1904. [1330]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.00 per Cask
ex Factory.

In Bags of 250 lbs. net \$8.20 per Bag
ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd September, 1904. [783]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS
at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31]

To Let.

TO LET.

FLATS, for OFFICES, in New Buildings,
next to Messrs. Jardine, Matheson & Co.,
Pedder's Street. Electric Lift.

Apply to—

AHMET RUMJAHN,
64, Queen's Road.

Hongkong, 19th December, 1904. [1355]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleansed and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 17th November, 1904. [996]

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and
Airtily Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

No. 13, MOSQUE JUNCTION.

And others to suit various requirements.

Apply to—

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904. [49]

TO LET.

ONE ROOM on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 10th December, 1904. [729]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [1259]

TO LET.

NO. 1, STEWART TERRACE,
THE FRANK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436]

TO LET.

NO. 1, RIFON TERRACE.

Apply to—

A HOUSE in WONG NEI CHONG ROAD,
FLATS in MORRISON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS, PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 2nd December, 1904. [916]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence" page 6.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.	
BANKS.						
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$1,492,554	{ Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904..... 54 % \$715 sellers (London £70) \$39 sellers.
National Bank of China, Limited	99,925	£7	£7	{ \$1,400,000 81,739 }	\$21,668	\$2 (London 3/6) for 1903 54 % \$39 buyers
MARINE INSURANCES.						
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739 }	\$150,494	\$12 for 1903 64 % \$350 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$500,000 \$151,992 \$362,366 \$374,445 }	Nil.	\$4½ for year ended 30.4.1904 74 % \$584
North-China Insurance Company, Limited	10,000	£15	£5	{ Tls. 800,000 \$1,850,000 £20,000 \$174,749 \$893,111 \$846,773 \$700,000 \$37,794 }	Tls. 217,119	Final of 10/- making £1 for 1903 8 % Tls. 95 sa. & s.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 \$174,749 \$893,111 \$846,773 \$700,000 \$37,794 }	\$2,078,997	\$35 for 1903 5 % \$710 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,850,000 \$174,749 \$893,111 \$846,773 \$700,000 \$37,794 }	\$486,284	\$12 for 1902 8 % \$150 buyers
FIRE INSURANCES.						
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,850,000 \$174,749 \$893,111 \$846,773 \$700,000 \$37,794 }	\$329,047	\$6 dividend & \$1 bonus for 1902 8 % \$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,850,000 \$174,749 \$893,111 \$846,773 \$700,000 \$37,794 }	\$371,110	\$22½ for 1902..... 64 % \$335 buyers
SHIPPING, TUG AND CARGO BOATS.						
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Dr. \$63,123	\$5 for 1900 6 % \$24 \$33½ buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Nil.	\$3 for year ended 30.6.1903 104 % \$28 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ £205,000 \$1,000,000 \$130,152 \$18,000 }	\$5,853	10/- for 1903 @ 1/10 5/16 = \$5.378..... 41 % \$126 sales & b.
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Tls. 55,541	Interim of Tls. 2 for 1904..... 8 % Tls. 50 sales Tls. 48 sales
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Tls. 19,555	Interim of 1/- (Coupon No. 4) for 1903 4 % 25/6 sellers \$40 sales \$30 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Tls. 19,555	Interim of 1/- (Coupon No. 4) for 1903 4 % 25/6 sellers \$40 sales \$30 sellers
"Shell" Transport and Trading Company, Limited.....	2,000,000	£1	£1	{ £400,000 \$2,000,000 \$15,093 \$400,000 \$21,075 \$18,000 }	\$1,287	\$5 for 2nd 1-year making \$13 for 1903 0 % \$145 sellers
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	{ £400,000 \$2,000,000 \$15,093 \$400,000 \$21,075 \$18,000 }	\$1,287	\$5 for 2nd 1-year making \$13 for 1903 0 % \$145 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$18,000 \$130,152 \$18,000 }	\$33,648	\$5 for 2nd 1-year making \$13 for 1903 0 % \$145 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	{ Tls. 98,000 Tls. 201,614 }	Tls. 865	Interim of Tls. 1½ for 1904 10 % Tls. 30 sellers
REFINERIES.						
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Dr. \$147,717	Interim of \$5 for 1904 \$224 \$3 for 1897 Tls. 2½ for year ending 30.9.04 44 % Tls. 57½ ex div.
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Dr. \$73,905	Interim of \$5 for 1904 \$224 \$3 for 1897 Tls. 2½ for year ending 30.9.04 44 % Tls. 57½ ex div.
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Tls. 1,635	Interim of \$5 for 1904 \$224 \$3 for 1897 Tls. 2½ for year ending 30.9.04 44 % Tls. 57½ ex div.
MINING.						
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 \$200,000 \$1,500 \$4,873 }	\$7,820	No. 3 of 1/6 50 cents making G. \$1 for 1904 64 % Tls. 6½ buyers G \$10 sales \$4½ sellers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	G \$672,093	No. 3 of 1/6 50 cents making G. \$1 for 1904 64 % Tls. 6½ buyers G \$10 sales \$4½ sellers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Dr. \$4,029	No. 12 of 1/- = 48 cents \$4½ sellers
DOCKS, WHARVES & GODOWNS.						
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 \$490
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$10,517	\$3.75 for 1903 8 % \$45 sellers Interim of \$2½ for 1904 44 % \$114 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$28,015	\$6 dividend and \$2 bonus for first half- year 1904 74 % \$27½ sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$25,500	\$10 div. & \$5 bonus for year end. 30/6/04 74 % \$203 buyers \$27 sellers \$192½ \$111½
Howarth Erskine, Limited	12,000	\$100	\$100	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$505,471	\$7 dividend 74 % Tls. 16½ sales
New Amoy Dock Company, Limited	6,000	\$60	\$60	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$489	Tls. 7 final = Tls. 12 for year end. 30.4.04 74 % Tls. 13½
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$40,936	Interim of Tls. 4 for 1904 8 % Tls. 13½
Do. (Preference)	2,750	\$100	\$100	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$150,000	\$6 for first half year 1904 5 % \$23½ Tls. 18 for 1903 94 % Tls. 190 sales
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 900,000 Tls. 487,210 \$43,732 Tls. 1,760 }	Tls. 48,153	\$2½ for year end. 30.6.1904 0 % \$28 sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 \$43,732 Tls. 1,760 }	Tls. 22,895	Interim of Tls. 4 for 1904 8 % Tls. 13½
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ Tls. 487,210 \$43,732 Tls. 1,760 }	\$43,732	Interim of Tls. 4 for 1904 8 % Tls. 13½
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	{ Tls. 487,210 \$43,732 Tls. 1,760 }	Tls. 1,760	Interim of Tls. 4 for 1904 8 % Tls. 13½
LANDS, HOTELS & BUILDINGS.						
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$9,989	\$2½ for year end. 30.6.1904 0 % \$28 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	{ Tls. 41,000 \$200,000 \$1,500 \$4,873 }	Tls. 655	Interim of Tls. 4 6 % Tls. 155
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	{ Tls. 41,000 \$200,000 \$1,500 \$4,873 }	Tls. 655	Interim of Tls. 4 6 % Tls. 155
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$11,668	\$5 for first half-year 1904 8 % \$145 sales
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$11,668	Interim of \$6 for 1904 8 % \$145 sales
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	{ Tls. 13,086 \$60,000 \$450,000 \$1,125 }	Tls. 680	Tls. 0.87½ for the year ending 31.3.1904 ... 44 % Tls. 20½ sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$9,177	90 cents for 1903 74 % \$12½
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$636	\$2½ for 1903 64 % \$38½ buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 800,000 Tls. 150,000 Tls. 17,144 }	Tls. 37,634	Interim of Tls. 3 for 1904 7 % Tls. 117 sales
Tientsin Hotel des Colonies, Limited.....	1,400	Tls. 50	Tls. 50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Dr. Tls. 2,132	Interim of Tls. 3½ 7 % Tls. 125
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Tls. 325	Interim of Tls. 3 for 1904 7 % Tls. 125
Wei-hai-wei Land and Building Company, Limited...	3,764	Tls. 25	Tls. 25	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Tls. 5,150	None Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$1,362	Interim of \$1½ for 1904 5 % \$59 sellers
COTTON MILLS.						
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Tls. 11,655	Tls. 4 for year ended 31.10.1903 44 % Tls. 25 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$22,862	50 cents for the year ending 31.7.04 34 % \$13½
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 30,098 \$150,000 \$1,125 }	Tls. 88,034	Interim of 3 % a/c 1898 \$100 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares \$150
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 5,618 \$28,090 \$211 }	Tls. 26,389	4 % for 1897 \$100 buyers
CIGARS AND TOBACCO COS.						
Alhambra, Limited	300	\$200	\$200	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	nil	\$125 for year ending 30.6.1900 \$91
Philippine Company, Limited	67,500	\$10	\$10	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	nil	First year \$100 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 \$250,000 \$25,000 }	Tls. 1,091	Interim of Tls. 3 94 % Tls. 65 sales
MISCELLANEOUS.						
A. S. Watson & Co., Limited	90,000	\$10	\$10	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$2,883	Interim of 50 cents for 1904 8 % \$12½
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	£161	6d. per share for 1903 5 % \$5
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$590	\$3 for 1903 74 % \$40 buyers
Central Stores, Limited	6,000	\$15	\$12	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$1,253	Interim of \$1.20 for 1904 114 % \$22 sellers
Do. (Founders)	123	\$15	\$12	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$1,253	None \$100
Do. (New Issue)	24,000	\$15	\$12	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	First year Nil.	Preferential of 7 per cent for 1904 64 % \$8 sales
China-Borneo Company, Limited	60,000	\$12	\$12	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Nil.	60 cents for 1903 44 % \$13½ sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Tls. 1,942	Tls. 6 for 1903 8 % Tls. 75 sales
China Light and Power Company, Limited	30,000	\$10	\$10	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$5,739	None \$10 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$55,000	80 cents for 1903 84 % \$94 sales
Dairy Farm Company, Limited	25,000	\$7½	\$6	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$1,171	\$14 for year ending 31.7.1903 Tls. 10 sellers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	Dr. Tls. 2,318	Tls. 5 for 1902 Tls. 10 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$12,500	\$5 div. and \$2½ bonus for 1903 74 % \$100 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$34,115	\$1.50 for 1903 5 % \$50 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$186,000	Interim of \$1 14 % \$25 sales
Hongkong & China Gas Company, Limited.....	7,000	£10	£10	{ £23,109 £43,000 }	£7,625	£1 div. and 2½ bonus for 1903 74 % \$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$1,747	\$1.00 } for year ending 30.4.1904 64 % \$15 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$4,283	50 cents } for year ending 30.11.1903 54 % \$9 buyers
Hongkong Ice Company, Limited	1,250	\$100	\$100	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$5,844	\$20 for year ending 31.1.1904 7 % \$80 sales
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$8,395	Interim of \$4 for 1904 6 % \$260
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$2,500	\$10 for 1903 64 % \$150
Katz Brothers, Limited	10,000	\$100	\$100	{ none \$185,000 \$73,905 \$80,935 \$250,000 \$600,000 \$157,555 }	\$375,000	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.6.04 94 % \$20 sales
Laue, Crawford & Co., Limited (Shanghai)						